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Hongkong Daily Press.

ESTABLISHED 1857.

No. 14,382 號式抬擡百卷千肆萬壹第 日壹十式月卷年十卷緒光

HONGKONG, FRIDAY, MAY 6TH, 1904.

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Hongkong, 14th August, 1903. [a3389]

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Cakes. Inspection earnestly solicited.

H. RUTTONJEE,
No. 5, D'Aguilar Street,
36 to 38, Elgin Road, Kowloon.
Hongkong, 4th May, 1904. [a183]

NOTICES OF REMOVAL
THE HEAD AGENCY OF THE JAVA-
CHINA-JAPAN LINE.

THE OFFICES of the above Steamship
Company have this Day been REMOVED
to ALEXANDRA BUILDINGS, 3rd
FLOOR.
Hongkong, 28th April, 1904. [a1138]

REMOVAL NOTICE.

NORTH CHINA INSURANCE CO., LTD.

THE OFFICE of the above Company has
This Day been REMOVED to ALEX-
ANDRA BUILDINGS, SECOND FLOOR,
Des Voeux Road.

H. G. SIMMS,
Acting Agent.
Hongkong, 30th April, 1904. [a1149]

CHANGE OF ADDRESS.

WILKINSON, HEYWOOD & CLARK,
Ld. (Proprietors of David Storer &
cns.), have REMOVED to ALEXANDRA
BUILDINGS (3rd FLOOR).
W. D. GRAHAM, Manager.
Hongkong, 5th April, 1904. [a1157]

NOTICE OF REMOVAL.
MESSRS. PALMER & TURNER have
This Day REMOVED their Offices to
ALEXANDRA BUILDINGS, 3rd FLOOR.
Hongkong, 1st May, 1904. [a1160]

NOTICE OF REMOVAL.

DE KEW, BROTHERS & CO., have
This Day REMOVED their Dental
Surgery to ALEXANDRA BUILDINGS
3rd FLOOR.
Hongkong, 2nd May, 1904. [a1158]

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Hongkong, 21st December, 1903. [a38]

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Hongkong, 16th April, 1904. [a35]

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SUPERB OLD COGNAC,
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See analysis and certificate by Professor Cassall.

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11 Years old: the finest quality shipped.

A natural and most pleasant wine to the taste.

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BLEND WHISKY,

BENEDICTINE LIQUEUR—
D.O.M.,

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[a37]

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23 and 25, QUEEN'S ROAD.

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Stanley Gibbons' Stamp Catalogue; 2 Vols.	3.50	Sly Boots, by Strange Winter	1.75
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Russo-Japanese War: Diary Published by the "Kobe Chronicle," Part 1 ready	0.60		
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Keith's Royal War Map	0.80		
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The Leopard's Spots, by T. Dixon	1.75		
The Japs at Home, by Sladen	0.45		
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[a333]

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Hongkong, 29th April, 1904. [a3338]

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THE HONGKONG DISPENSARY.

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NOTICE TO CORRESPONDENTS

Only communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, and for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG OFFICE: 14, DESVŒUX ROAD, C.I.

LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 6TH MAY, 1904.

In the last number which appeared in March of the *Naval and Military Record* there is to be found an interesting article entitled "Some Lessons from the Far East," which is at times amusing, if not always just. The anonymous author commences by saying that perhaps the most salutary lesson which the war in the Far East is teaching to Europe in general, and to England in particular, is that which shows that two Great Powers can engage in a life-and-death struggle and yet keep their own counsel. He goes on, rightly enough, to allude to the fact which was utterly lost sight of during the Boer war, namely "that it is quite possible to glean most valuable information from the newspapers of your opponent if he is only fool enough to keep on printing all that he can possibly find out concerning the movements of his own troops." That the Boers were very largely helped by information telegraphed to England and thence transmitted again to South Africa, we imagine that no one will deny; nor is the charge of folly too strong for the conduct of those who acted as did many British correspondents in South Africa. So far we have no reason to quarrel with the writer in the *Naval and Military Record*. But he proceeds to assert that it is high time that a check be placed upon the energies of the daily Press in time of war, and to "disabuse this section of newspaperdom of the idea that the Public (with a big P) insist on knowing all about the war." The response to this, says the critic whom we are quoting, is that it is not the Public but the Press which insists upon knowing, and not only knowing, but publishing all that it can find out. "We want to know—of course we want to know as much as possible when our own country is engaged in

"war—but if an ukase were proclaimed that no correspondents were to accompany our army or our fleet in time of war, the probability is that the inhabitants of these islands would take it with a degree of calmness and philosophy which would amaze the Fourth Estate." In fact, the special correspondent magnifies his own importance, the writer thinks, and the newspaper man, recognising only two entities, the Press and Public, allows his judgment to be led astray by "much catering to the many-headed." Then, referring to the way in which people are apt to quote the particular newspaper which they happen to read, the *Naval and Military Record* critic concludes his lesson to the Press thus:

"Job remarked to his friends upon a memorable occasion, 'No doubt but that ye are the people, and wisdom will die with you,' and, perhaps, Japan and Russia might nowadays quote that pithy saying to the distinct disadvantage of European civilisation when they compare the amount of war news which they allow to be published with the amount given to the world in similar circumstances by other nations."

Now we believe that the writer is quite justified in praising the manner in which Japan and Russia have enforced reticence upon the flock of war correspondents who have descended upon them in search of news. Both countries have undoubtedly taken to heart the facts brought out in this connection during the South African War. But it is not fair surely to lay the whole blame for the avidity with which the public (or the Public, if that be preferred) is accustomed now to look for telegraphic information about any big war. There was always a public—though not so large as to-day—eager to learn the latest news about events likely to have a great political influence in the world; but, knowing they would have to wait for their thirst to be gratified, they waited. The Press has, with the aid of telegraphy and modern methods generally, succeeded in supplying the news in the course of hours where previously days and weeks were required; that is, it has succeeded, except where a censorship stops in such as exists at the moment at the seat of war. This is very lamentable, of course, but must therefore a pointed attack be made on the Press for catering to the "many-headed"? The "many-headed" must have something to occupy the mind in its many heads, we might argue; and whether is the latest war news or the latest indifferent cheap literature the more deleterious? It seems to us unjust to make the Press the party to be blamed. If a general attack were made on the excessive speed of modern life, one might be disposed to agree. But should one not then advocate less popular education first, to deprive the pandering Press of its too many-headed Public? We should have to believe that the Press had made the Public if we accepted such criticisms as some of those which we have quoted. We have little sympathy with the war correspondent who cries over ink spilt in vain, or because he cannot get anything to spill his ink over. But we must protest that a sweeping condemnation of all daily papers as unduly demanding news for their readers, as a right, and at anyone's expense, is totally unjust.

The French Mail of the 5th April was delivered in London on the 4th inst.

Mr John Roberts was playing billiards at the Singapore Club last week.

One plague case (fatal) was reported yesterday, the victim being a Chinese in No 8 Health District.

The first county cricket matches of the English season are Surrey v. Hampshire and Leicestershire v. Lancashire on Monday next, the 9th inst.

At St. Patrick's Hall at 8 p.m. to-morrow, an entertainment will be given, at which the "Pierrots" will make their first appearance in Hongkong with all the latest songs.

The municipal authorities of New York have decided to use salt water from the Hudson River for the service of the fire department, and it will also probably be used for cleansing the streets. We recommend this fact to the notice of Hongkong.

There are at present being built at the request of the British Admiralty by Messrs. Cammell, Laird, and Company, at the Birkenhead shipbuilding yard, two new scouts intended to be the fastest ships in the world. In making this announcement at the annual meeting of the company at Sheffield in March, Mr. Laird, representing the Birkenhead shipbuilders recently amalgamated with the Sheffield steel firm, said that Russia had hitherto laid claim to possessing the fastest ships of this class, but against the twenty-four knots of the Russian vessels the Cammell-Laird scouts were designed for twenty-five knots. They were to be of 3,000 tons displacement, and had been specially designed by the company.

Panama's list of undesirable aliens is curiously assorted. The Bill just passed by that Republic prohibits the immigration of Chinese, Syrians, and Turks. A Syrian Peril is something new. But it will be noticed that Panama does not place Syrians on her black list, out of gratitude, no doubt, for Correa's friendly service in being almost the first nation to recognise independent Panama.

On Wednesday evening fire broke out at the Tram-car Station, situated near the Bovington Canal. It appears that some workmen were fixing the roof, when a youngster, assisting at the work, capsized burning charcoal, from a rivet-heater, on to a sheet of tarred felt. Inspector Collet turned out, but his assistance was not required, as the fire was put out with a hose from the Sugar Refinery. The damage is estimated at \$250.

We take the following from the *Singapore Free Press*:—Concerning the wonderfully vivid story of the sale of the Japanese campaign plans to the Russians and the tragic suicide of the culprit and his wife, a very delightful criticism was passed by a lady, who declared she felt sure she was coming to the "Pink Pill" part of the story before she got half through it. Mr. W. H. Donald, Tokyo correspondent of the *China Mail*, should enjoy this.

The *Guardian* writes:—We are glad to see that the question of the strategic importance of Weihsien is not to be allowed to drop even so far as correspondence in the Press is concerned. Vice-Admiral Fitzgerald, who writes to the *Times* to-day [in a letter which we have already quoted in the *Daily Press*] quotes Sir Edward Seymour as being aware from holding Weihsien as being averse from holding Weihsien in an absolutely unfortified condition, and expresses his own opinion as to its being the finest harbour in the Yellow Sea. Comparing it with Port Arthur, he says: "If you want to make an extra berth for a battleship at Weihsien you have to dredge out about 3ft. of mud over a given area, and if you want to increase the accommodation of Port Arthur to the same extent you must dig out 30ft. of the same material, or anything else there may be underneath it, as the available area is mostly dry at low water." He puts very plainly what the views were three years ago of those who had the best right to express an opinion. They held that the decision to keep the British flag flying on the island (even if we only called it a sanatorium) with a certain amount of coal and other stores there, within 90 miles of Port Arthur, but without a single gun mounted to protect the place even against a cruiser raid, was to create a strategically false position. The admiral in command of the station would either have to haul down the flag, destroy the stores, embark the sick, and cut and run, on the first threat of war, or else he would have to tie his squadron to the place to protect it."

NAVAL NOTES.

BEST SHOTS IN BRITISH NAVY.

In giving the results of the prize-firing in the British fleet during 1903, the Lords of the Admiralty note with satisfaction the improvement in shooting with nearly all classes of guns. Among the battleships the *Majestic* holds pride of place with a total of 80,449 points, 98,169 being credited to her four 12-in. guns and 74,543 to her twelve 6-in. Petty Officer W. Primrose is the best shot in the ship with the 6-in gun, having established the fine record of 91,485 points. The *Venerable* comes a long way down the list, but Chief Petty Officer Lutman made for her the splendid figure of 90.24 points with the 12-in. gun. On the *Jupiter* Petty Officer Carter made 85,365 with the 12-in. Among the cruisers the *Good Hope* is at the top with 97,264. Her best shot, Lance-Sergeant W. McFadden R.M.A., made 102,488 points with the 6-in gun.

WATER POLO.

From what we can gather it appears that the Hongkong teams competing for the Water Polo shield this year will be—Volunteers, Club Lusitano, and V.R.C. These three teams are comprised of V.R.C. members, but it is understood the Y.M.C.A., another team drawn from the membership of the V.R.C. last year, will not get up a team this year. This being the case the V.R.C. independent of the Volunteer and Club Lusitano teams, will be able to muster in considerable strength, always providing, of course, that they do not take the suicidal policy of splitting up their good men to make two teams, and filling up the requisite number with indifferent players.

By kind permission of Lt.-Col. Iremonger and officers, the Band of the 93rd Burma Infantry will play the following programme of music at the King Edward Hotel, during dinner to-night (weather permitting):—

March..... "The Dear Old Country" ... Carter

Overture ... "Tancend" ... Rossini

Song ... "The Caterpillar and the Rose" ... Carly

Selection "Reminiscences of all Nations" Godfrey

Waltz..... "Espana" ... Waldegrave

Deuxieme" ... Albanevi

"God Save the King."

MENU.

Boeuf D'Euvres

Red Fish on Toast

SOUPE.

Asparagus and Custard.

FISH.

Boiled Fish and Shrimp Sauce.

ENTREES.

Grilled Fillet of Beef and Parsley Sauce

Oyster Pâté ... Pigeon en Aspic.

JOINTS.

Roast Saddle of Mutton

Roast Capon ... Cold Ham.

CURRY.

Chicken Liver.

SALAD.

A la Germaine.

VEGETABLES.

Boiled Potatoes ... Chipped Potatoes

Green Peas ... Stewed Melons.

SWEETS.

Plum Pudding ... Almond Cakes

Vanilla Ice Cream ... Finger Cakes.

Time, 2.36 4.5.

NIL DESPERANDUM STAKES.

Mr. Grant's Glen Rothes

Mr. Saltonstall's Upstart

Mr. Cope's Gulloping Dick

Time, 1.52.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENTS]

THE WAR

RUSSIAN LOSSES ON THE

YALU.

LONDON, 5th May, 10.45 a.m.

General Kashtalinsky reports that the Eleventh Regiment lost 40 officers and 2,000 men at the battle of the Yalu.

RUMOURED ATTACK ON VLADIVOSTOCK SQUADRON.

LONDON, 5th May, 10.45 a.m.

It is reported that Admiral Uriu, with a portion of the Japanese fleet, has engaged Russia's Vladivostock Squadron off Gensan.

RUSSIANS STOP BRITISH MAIL

LONDON, 5th May, 10.45 a.m.

The Japanese Foreign Office has received advice that it is stated in S. Petersburg that one of the five submarines destined for the Far East was packed in sections on the 19th instant and despatched overland.

COMMERCE-DESTROYERS.

The *Osaka Mainichi* publishes the following despatch dated London, 21st April:—General

Kuropatkin, Commander-in-Chief of the Russian Army in Manchuria, is determined to await the arrival of a hundred thousand additional troops before taking the initiative.

SUGGESTED RUSSIAN TORPEDO FLOTILLA.

A. Mackenzie has written a paper for the Imperial Navigation Society, in which he says

the most suitable vessel for Russia's purpose, especially in the hands of Admiral Makarov, is the torpedo-boat.

As soon as the war is begun in earnest on land the Japanese will be forced to watch the entire length of the Korean and Manchurian coast, a task which will reduce the effective force of their fleet as a fighting unit by one-half. The Russian torpedo-boats then

will be able to render great services, in putting an enemy's ship out of action they will

reduce the Japanese effective force by two vessels, since another of their ships will have a

double duty to perform. It is indispensable,

however, M. Sagovsky continues, to modify

greatly the present type of torpedo-boat in the direction of simplification. The new type of

torpedo-boat should have a displacement of not

more than 100 tons and a speed of twenty-one

knots, while it should be able to face every kind

of weather. The *Schichau* type

REVIEWS.

HONGKONG SANITARY BOARD

Japan: Aspects and Destinies. By W. PETRIE WATSON. London: Grant Richards.

Of books about Japan there is no end. Japan is not a country to which one can recommend persons suffering from *cocochies scribendi* to exile themselves with prospect of a cure, for conditions in Japan offer an overpowering temptation to the visitor to "write a book." The catalogue of books on Japan affords abundant confirmation of this fact, for there are many authors in the list whose acquaintance with Japan might have been made on a Cook's tourist ticket. Mr. Watson's book can hardly be classed as one of these, though it contains nothing of fact in its pages which can be regarded as essentially new to those who are already familiar with the island empire. The author's qualifications are those of a journalist who has followed his vocation in the country for the space of three or four years, and the use he makes of his powers of observation and trained inquisitiveness has resulted in a volume which gives the reader in a compendious form a clearer conception of the life of the nation in its various aspects than any one-volume work we are acquainted with. No country in the world is better worth writing about than the Japan of to-day, where we see the old order in collision with the new; and when it is done intelligently and the picture is faithfully depicted it is one of engrossing interest to everybody who is more or less a student of social, economic, or political progress, and herein lies the merit of Mr. Watson's book. Events, the author pleads, are chiefly guilty or this book being issued at a moment when the Far East has become the world's moving anxiety, but since it has hit the "psychological moment" in its full career, it may prove a stroke of good fortune alike for the author and his publisher. This is not, however, to say that the book contains much that directly bears upon the Titanic struggle now proceeding, except in its political chapters. The chief merit of the book, as we have said, consists in its interesting descriptions of the social, industrial and political conditions, which we may describe as word-pictures in an unusual setting. That is to say, the author has made his study from a rather novel view-point, and has given the result in a style which is at once lucid and picturesque, though at times it suffers from the defect of prolixity. The volume is "light reading" in spite of the somewhat ponderous title given to it, and the leisure hour may be very pleasantly and profitably beguiled by its pages. Each chapter — there are thirty-seven of them — deals with a different subject, and the "aspects" are not only interestingly but on the whole very accurately described. That in itself is high praise for a book written about Japan. Two maps and several illustrations are incorporated in the book, which we may add may be obtained from Messrs. Kelly & Walsh.

The Drum-Wave Island: and other verses.

By B. N. Hongkong: Kelly & Walsh.

Messrs. Kelly and Walsh send us a book of verses by an author whose identity is barely disguised under the initials "B. N." We recognise in him an occasional contributor to the columns of the *Daily Press* a few years ago, and indeed one poem in the little collection before us appeared thus. That is the roundel entitled "The Falling Dollar," closing —

Roundel branch of the past but swells the gall,
We hated halfpence, now we're
cursed with kicks;

For it may fade (the very words appal)

To One-and-Six!

Most of "B. N.'s" verse is in a light vein, but there are a few more serious pieces. Kulangsu, it may be noted, is the "Drum-Wave Island" which gives its name to the first poem in the book, which was, we believe, one of the fruits of the author's stay at Amoy. "B. N." evidently regards Kulangsu with affection; to it he dedicates also the final roundel in the volume. This is a very readable collection of verses.

Gods and Fighting Men. By Lady GREGORY. With a Preface by W. B. YEATS. London: John Murray.

This is another of Lady Gregory's excellent translations into English of ancient Irish legends. The subtitle of the book is *The Story of the Tuatha de Danaan and of the Fiana of Ireland*, and the work is dedicated to the members of the Irish Literary Society of New York. It is in the enthusiastic spirit of the motto quoted in that dedication that Lady Butler writes — "We would not give up our country—Ireland—if we were to get the whole world as an estate, and the Country of the Young along with it." The book is one which must appeal to all who love Ireland, and also to all who care for fresh and wonderful legend rendered into sound English by one whose heart is in her work. Those who have read the writer's earlier *Cuchulain of Muirthemne* will need no more than the commendation of Mr. W. B. Yeats (himself a distinguished Irish writer) that the present work is worthy to be put beside that.

We are indebted to Messrs. Kelly and Walsh for the volume.

English Literature. By RICHARD GARNETT, C.B., LL.D., and EDMUND GOSSE, M.A. LL.D. London: Wm. Heinemann. Vol. II and IV.

Mr. William Heinemann sends us the second and fourth or concluding volume of his *English Literature: an illustrated record*, the first and third volumes of which we received and noticed some months ago. It is hardly necessary to add anything to the remarks which we then made on this extremely valuable and beautifully illustrated history of our literature. It is quite unique in its particular line, and the fact that its authors are such well known and weighty judges of English style as Dr. Garnett and Mr. Gosse would alone command the book to the reader. The only drawback is the size of the work. But naturally this could not have been cut down without omitting numbers of the illustrations, portraits, and facsimiles, as well as much of the text. Such a history of literature must always be an *édition de luxe*. But this is wonderfully cheap at £3 net, cloth, or £4 4s. half morocco. Its purchase should be an excellent investment. We should note that the history is carried down as far as Tennyson, and that the whole of the last (and comparatively modern) volume is by Mr. Gosse, to whom also were entrusted the third and part of the second.

ANSWERS.

The following replies prepared by Mr. H. T. Jackson, Acting Sanitary Surveyor, were laid on the table:—

ANSWERS.

The following replies prepared by Mr. H. T. Jackson, Acting Sanitary Surveyor, were laid on the table:—

1. Drainage plans to be circulated and laid on the table.

2. (a) Drainage plans of Nos. 487 to 491, Queen's Road West were submitted under Ordinance 1 of 1903 and comply with No. 35 of the drainage bye-laws of that Ordinance. (b) Drainage plan of Nos. 174 to 190, Des Voeux

Road West were submitted previous to 1901, but comply with No. 38 of the drainage bye-laws of that Ordinance. (c) Drainage plans of 14 or 15 houses on M.L. 22 were submitted under the Ordinance 1 of 1901 and comply with No. 38 of the drainage bye-laws of that Ordinance.

3. Slops and foul waters are only permitted to be thrown on the surface of the backyards under drainage bye-law 35 of Ordinance 1 of 1903, when certain conditions are fulfilled in that bye-law. Drainage bye-law 43 of Ordinance 1 of 1903 together with section 193 of the same Ordinance gives authority by which slopes and foul waters are allowed to be conveyed from house to house by means of an open channel under certain circumstances.

4. Drainage plan to be circulated and laid on the table.

5. As already pointed out in No. 3, foul water is only allowed in surface channels under certain bye-laws and conditions (see bye-law 43 and clause 193 of Ordinance 1 of 1903), therefore I contend that to compare the system at Caine Road and Des Voeux Road Central as they have been made with the bye-law 35 of Ordinance 1 of 1903, under which bye-law the system was not made, but under bye-laws 36 and 37, is wrong. The trap referred to in bye-law 35 is the one in sketch (here follows sketch). The system introduced gives the authority as to whether foul water may or may not be thrown out to the surface of a yard, for it is impossible to say if either one or the other will take place before the plans are passed and the buildings erected and occupied, unless the system is taken as a guide. As regards the Sanitary Surveyor's statement re rainwater, he should have mentioned rainwater from the surface of the yard as well as stormwater from the roof. This block of buildings in Robinson Road mentioned in Question 4 has probably been passed under bye-law 43 but this is difficult to say owing to the absence of the Sanitary Surveyor. These buildings are built on the side of a hill and the yards may be on made ground, and the probable settlement of a covered drain might in the opinion of the Surveyor be less desirable than an open channel which is exposed. I can find nothing on the deposited plans of Robinson Road with regard to the trapped inlet at the end of the block.

6. The systems at Caine Road, Des Voeux Road Central, and Robinson Road in my opinion are not contrary to the bye-laws; if the bye-laws and conditions under which they may have been passed are accepted. There may be great cause of complaint through the systems being wrongly used; and the remedy under the present bye-laws is to stop any nuisance that may occur under clause 26 of Ord. 1 of 1903.

Mr. A. Rumjahn minuted:—"The Acting Surveyor practically admits that there are various systems of drainage adopted and each system complies with the law. I hope the members of the Board will inspect the houses in Robinson Road, Caine Road, and the block next to Caine Road nearing completion."

4. Will the President be good enough to have the Drainage Plan of Nos. 4, 6, 8, 10, 12, and 14, Robinson Road, situate on a portion of Inland Lot No. 578 (recently erected) also circulated and laid on the table?

HOUSE DRAINAGE.

Mr. RUMJAHN, pursuant to notice, moved:—"That a Select Committee be appointed to consider whether the various systems of house drainage adopted in this Colony are in accordance with the law, and provided the above is the case whether it would be advisable to amend the drainage bye-laws at present in force." During the past few years, he said, there had been introduced into the Colony at least seven different systems of house drainage all of which had been certified by the Sanitary Surveyor as being in conformity with the drainage bye-laws. He proposed to deal with only two. In the block of eight terraced houses in Caine Road built last year, although each yard had been provided with two trap inlets and an underground drain, a surface channel ran over the covered drain carrying with it the sullage and other foul water from the houses and emptying into a trap placed at the end of the block. That system caused a great nuisance and endangered the health of the occupiers. Mr. Bryan the Surveyor, in his report of 27th February last stated that the surface channel was intended to carry off the rainwater from one side of the roofs. That statement was incorrect and should not have been made by a responsible official like the Surveyor: because the rainwater from that side of the roofs was emptied into one of the traps in the yard.

The PRESIDENT — He corrected that; he meant the stormwater.

Mr. RUMJAHN, proceeding, said that the Acting Surveyor, Mr. Jackman, justified the existence of this channel and that section 43 of the bye-laws under Ordinance 1 of 1903 together with section 193 of that Ordinance gave authority by which slopes and foul water were allowed to flow from house to house by means of an open channel under certain conditions. Section 43 made it clear that whenever the Board thought it undesirable to have a covered drain in lieu of a surface channel, then a surface channel could be provided. But the Surveyor had forgotten that in the very yard there was a covered drain below the surface channel. In this case it was highly undesirable to have a surface channel for if one house was infected this channel would disseminate disease from one house to the others. Dr. Pearce had stated that under certain conditions such a system might be dangerous to health. That was so. Now, side by side with this block was another of five houses nearing completion with the drains being made. But here there was no surface channel provided. Both systems could not comply with the bye-laws. There was another block of six European houses at Rosehill facing Robinson Road. But here there was no trap inlet in the underground drain but at the end of the block. There was only one surface

channel that carried away all the foul water rainwater from the roof, indeed, everything foul by use from these houses, and emptied into one trap placed at the end of the sixth house. The opinion of the Surveyor that a covered drain might cause a subsidence was childish because if the foundations could sustain the walls of the buildings they could sustain a concrete drain with a six-inch pipe.

Mr. HEWITT in seconding the motion said that if the drains complained of were in conformity with the law, the sooner the law was amended the better. He knew that there were at least two or three different systems of drainage which must be not only most objectionable to the people in the neighbourhood but insanitary as well. In the ordinary Chinese house with a backyard there was an open channel to receive the rainwater, and the sullage, draining into the main drain. He failed to see why in another class of houses it should be possible for the sullage water to be carried not from one house to the second or third but along a whole block of buildings. He was not surprised that the tenants complained. With reference to the system of drainage at Rosehill alluded to by Mr. Rumjahn, if this system was allowed to go on all he could say was that the present Act (1 of 1903) which was supposed to rid Hongkong of this curse was ineffective. The whole system was absolutely wrong and if it was permitted to continue to exist one could not be surprised to hear of outbreaks of typhoid and such diseases. And he was speaking not of houses occupied by the lower-class Chinese but by the better-class and by Europeans.

The motion was carried unanimously.

The PRESIDENT said that on the face of it some of these bye-laws appeared to be contradictory he would nominate a committee consisting of the Medical Officer of Health, the Acting Director of Public Works and Mr. Rumjahn to consider the drainage bye-laws and make any recommendations with reference to them.

SMALL-POX AT NAGASAKI.

Correspondence was laid on the table relative to an outbreak of small-pox at Nagasaki.

On 10th April Mr. R. de B. Lazard, British Consul at Nagasaki, wrote to the Colonial Secretary here that cases of small-pox had been occurring there since February last, there having been altogether 135 cases since the 18th of that month. The Japanese authorities, however, were still issuing clean bills of health to ships leaving the port.

In reply to a further telegram from Hongkong of 22nd April, enquiring how many cases had occurred within the last 48 hours, the Consul replied that on the 21st 13 cases had occurred and on the 22nd 8.

Colonel Webb minuted:—"How long does it take in the ordinary course by steamer to come here from Nagasaki?"

The PRESIDENT stated that it took about six days to come from Nagasaki. He added that the latest information from the Consul was that the epidemic was on the wane and therefore he did not think any further action need be taken.

Approved.

MARKET AT MONGKOKTSU.

Mr. A. Gibson, C.V.S., reported that a market after the style of the Tuokotsu one, a roof supported on pillars, would in his opinion meet the requirements of Mongkoktsu in the meantime; when the population increased a larger one could be erected. The site which had been reserved for this purpose between Marine Lots 58-63 and Inland Lots 959 and 960 appeared to be in a very good place, and he recommended the erection of a small market there.

Mr. A. Rumjahn minuted:—"The best thing to do as every facility and encouragement should be given to the displaced population to occupy the vacant houses in that district."

The PRESIDENT moved that the C.V.S.'s recommendation be approved and forwarded to the Government.

Hon. Mr. POLLACK seconded, and the motion was agreed to.

LIMEWASHING.

The limewashing return for the fortnight ended 26th April showed that 197 houses in the Eastern and 407 in the Central District had been treated.

The Board adjourned.

EUSSO-JAPANESE WAR FUND.

(1) Providing additional comforts in hospital treating all sick and wounded from the War.

(2) in aid of the families of Japanese killed in the War.

Mr. J. R. M. Smith, the Hon. Treasurer, began to acknowledge with thanks the following subscriptions—for either (or both) of the above objects, as indicated on the subscription lists.

Already acknowledged £10,664.25

M. J. D. Stephens 100

Bain & Fidell 50

Goddard & Douglas 5

G. Hoggarth 50

Li Yin Sze 50

Wong Kam Fuk 50

Ho Kow Tong 50

Chau Chik Yu 50

M. n Tsz Ting 50

Tong Wan Chiu 50

Iu Ku Yuen 50

Yeo Wo 50

Choo Wing On 50

Tung Chan 50

Wing Cheong Lee 50

Wing Cheong Pat 50

Kum Tak Tai 50

Mung Shan Sheng Keo 50

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Le Cheuk Chi 50

Heng Wo Company 50

Kin Yee Loong 50

Tung Lai Chuen 50

KODAKS! KODAKS!! KODAKS!!!

AND

PHOTO GOODS OF EVERY DESCRIPTION.

We have an Establishment Solely devoted to

DEVELOPING AND PRINTING

or Amateurs, where we turn out work of the best description and with great promptness.

LONG, HING & CO.

17A, QUEEN'S ROAD CENTRAL

(Few Doors East of Hongkong Hotel)

Hongkong, 10th March, 1904.

Compradore—Imperial Bank of China 50

Compradore—S. J. David & Co. 50

" Wm. M. Sisson & Co. 50

Choo Foo Lam 50

Chun Shek Shan 50

Sui Kat 50

Man On Insurance Co. Ltd. 50

Choo On Insurance Co. Ltd. 50

Chow Sin Ki 50

Hung Cheong 50

Kwong Sang 50

Chin Cheong 50

Fook Hing 50

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until demanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.C., 6th Ed. Lieber's.

P.O. Box, 33. Telephone No 12.

NEW ADVERTISEMENTS

WANTED.

SHORTHAND and TYPEWRITING
CLERK.

Apply in writing stating qualifications, references and salary, to—

DENNYS & BOWLEY,

Supreme Court House,

Hongkong, 6th May, 1904. [1192]

GOVERNMENT CIVIL MEDICAL
DEPARTMENT.

THERE is a VACANCY at the Victoria Hospital for Women and Children on Barker Road, for a STEWARD and CLERK (non-Chinese).

Salary—\$840 a year rising by biennial increments of \$60 to \$960 with uniform and free furnished bachelors' quarters.

Qualifications—Good knowledge of English, quickness at figures and good handwriting, ability to act as Interpreter in Chinese (Cantonese dialect).

Applications should be sent to the Principal Civil Medical Officer at the Government Civil Hospital not later than noon of the 13th inst. Hongkong, 5th May, 1904. [1193]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,

(FOR ACCOUNT OF THE CONCERNED),

TO-MORROW (SATURDAY),

the 7th MAY, 1904, at NOON, at their SALES ROOMS, No. 8, Des Vouex Road (Corner of Ice House Street),

About 5500 lbs. CLELERY SEEDS; 137 Cases LIME JUICe; 100 Cases GIN; 200 Cases of CIGARS;

Also

A Quantity of WINES and SPIRITS.

TERMS.—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 6th May, 1904. [1194]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

TO-MORROW (SATURDAY),

the 7th day of MAY, 1904, at 2.30 P.M., at his SALES ROOMS, Queen's Road,

SUNDAY HOUSEHOLD FURNITURE, MIRRORS, PICTURES, GASALIERS and GAS BRACKETS;

CROCKERY, GLASS and PLATED WARE;

TWO COTTAGE PIANOS.

ONE ORGAN, ONE JINLICKSHA;

... &c. &c.

TERMS OF SALE.—As Customary.

V. I. REMEDIOS,

Auctioneer.

Hongkong, 5th May, 1904. [11]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"THALES,"

Captain Robson, will be despatched for the above ports on SUNDAY, the 8th inst., at DAYLIGHT.

For Freight or Passage, apply to

DOUGLAS LAFAIK & CO.,

General Managers.

Hongkong, 5th May, 1904. [1191]

JAVA-CHINA-JAPAN LIJN.

FROM YOKOHAMA, KOBE, AND MOJI VIA AMOY.

THE J. C. J. Lijn Steamship

"TJIPANAS,"

Captain P. Zwart, having arrived from the above ports, Consignees of Cargo are hereby informed, that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th May, will be subject to rent.

All Claims for damage must be sent in before Monday, 9th May, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

The steamer will be despatched for Singapore, Batavia, Cheribon, Samarang, Surabaya, and Macassar on the 7th May, at NOON.

HOLLAND-CHINA TRADING COMPANY.

Agents.

Hongkong, 4th May, 1904. [1196]

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT will be ready to-morrow, and will contain:—

Leading Articles—

The Progress of the War.

The Whampoo Conservancy.

The Press, the Public, and the War.

The War.

Hongkong Sanitary Board.

Hongkong General Chamber of Commerce.

Cholera at Hongkong for South Africa.

Cholera on the French Mail.

Fire in Bonham Strand, Hongkong.

The Wreck of the *Hastie*.

Notes from the Botanic Gardens.

Canton.

Manila Notes.

Tsingtao.

Mercantile Bank of India, Ltd.

Reviews.

Shanghai Spring Races.

Royal Hongkong Yacht Club.

Water Polo.

Hongkong and Port News.

Commercial.

Shipping.

Subscription, \$12 per Annum, payable in advance; postage, 82

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies Cash.

Hongkong, 6th May, 1904. [1197]

NEW ADVERTISEMENTS

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

CARGO or S.S. "RICHMOND CASTLE,"

FROM NEW YORK.

having arrived per "YUENSANG" from Manila, Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst., will be subject to rent.

By Order of the Board of Directors.

W. S. JACKSON,

Secretary

Shanghai, 22nd April, 1904. [1192]

NEW ADVERTISEMENTS

WANTED.

SHORTHAND and TYPEWRITING

CLERK.

Apply in writing stating qualifications,

references and salary, to—

DENNYS & BOWLEY,

Supreme Court House,

Hongkong, 6th May, 1904. [1192]

GOVERNMENT CIVIL MEDICAL
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Salary—\$840 a year rising by biennial increments of \$60 to \$960 with uniform and free furnished bachelors' quarters.

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137 Cases LIME JUICe;

100 Cases GIN;

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Also

A Quantity of WINES and SPIRITS.

TERMS.—As usual.

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Hongkong, 6th May, 1904. [1194]

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CROCKERY, GLASS and PLATED WARE;

TWO COTTAGE PIANOS.

ONE ORGAN, ONE JINLICKSHA;

... &c. &c.

TERMS OF SALE.—As Customary.

V. I. REMEDIOS,

Auctioneer.

Hongkong, 5th May, 1904. [11]

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DOUGLAS LAFAIK & CO.,

General Managers.

Hongkong, 5th May, 1904. [1191]

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No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

The steamer will be despatched for Singapore, Batavia, Cheribon, Samarang, Surabaya, and Macassar on the 7th May, at NOON.

HOLLAND-CHINA TRADING COMPANY.

Agents.

SHIPPING.

ARRIVALS.
 May 4, HUMBER, British steamer, 1,640, J. D. McIntosh, Mts Bay 4th May.
 May 5, ANDREW RICEMERS, German str., 1,020, H. Kuhn, Bangkok 28th April, Rice and Coal—NORTH GERMAN LLOYD.
 May 5, BOURBON, French str., 397, Antoni, Saigon 3rd May, Rice and General—CHINESE.
 May 5, BIRK, Norwegian str., 645, G. Falkman, Hull 1st May, Sugar—CHINESE.
 May 5, CIRCE, British str., from Canton.
 May 5, COPTIC, British str., 2,744, F. H. Armstrong, R.N.R., San Francisco and Manila 3rd May, Mails and General—O. & S. N. Co.
 May 5, GELD, Norv. str., 739, N. Christian Holvorsen, Cardiff 18th March, Coal—ORDER.
 May 5, GOODWIN British str., 3,833, Nisbet, Kuching 29th April, Coal—MITSUI BASSAN KAISHA.
 May 5, HUNAN, British str., from Canton.
 May 5, ISCHIA, Italian str., 2,784, Magazzini Dante, Singapore 27th April, General—CAVALCHI & CO.
 May 5, KUANG, British str., from Canton.
 May 5, MALTA, British str., 3,900, C. L. Daniel, Shanghai 3rd May, Mails and General—P. & O. S. N. Co.
 May 5, MATHILDA, Norv. str., 2,230, Tarvigg, Meji 28th April, Coals and Comets—MITSUI BASSAN KAISHA.
 May 5, NANYANG, German str., 1,060, E. H. Lee, Newchung 27th April, Amoy 28th and Chefoo 3rd May, Beans and Beanoil—CHINESE.
 May 5, TIPANAS, Dutch str., 2,575, P. Swart, Amoy 3rd May, General—HOLLAND CHINA TRADING CO.
 May 5, YUNSHANG, British str., 1,128, P. H. Roche, Manila 2nd May, General—JAS. DINE, MATHERSON & CO.

CLEARANCES.
 AT THE HARBOUR MASTER'S OFFICE.
 5th May.
 Kurip, Swedish str., for Cefeo.
 Kuklung, British str., for Shanghai.
 Kuyngier, Chinese str., for Shanghai.
 Telemacuas, British str., for Saigon.

DEPARTURES.

4th May.
 VENGEANCE, British battleship, for Shanghai.
 5th May.

ANDROMEDA, British cruiser, for Weihaiwei.
 BASSAN, German cruiser, for Africa.
 CARL DIEDERICHSSEN, Ger. str., for Hoilow.
 GAEA, German str., for Saigon.
 HOLSTEIN, German str., for Saigon.
 HUNAN, British str., for Shanghai.
 SHUNAL, German str., for Haiphong.
 WOSANG, British str., for Swatow.

VESSELS IN DOCK.
 5th May.

ABERDEEN DOCKS.—
 KANGOO DOCKS.—H. I. G. M. S. *Mowee*, *Admirator*, *Apparate*, *Hornet*, U.S.S. *Monterey*, *Heihau*, H.M.S. *Taku*.
 (METROPOLITAN DOCK.)

VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD, BREMEN.
 NOTICE.

STEAM FOR KUDAT AND SANDAKAN.
 Taking cargo at through rates to TAWAO, LAHAD DATU AND LABUAN.
 THE Company's Steamship

"BORNEO."
 Captain Muhi, is now ready to load for the above ports.
 For Freight or Passage, apply to MELCHERS & CO., Agents.

Hongkong, 26th April, 1904. [1147]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.
 THE Company's Steamship

"HAICHING."
 Captain Hedges, will be despatched for the above port to-day, the 6th inst., at 11 A.M.
 For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 4th May, 1904. [1155]

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.
 (Taking cargo at through rates to TSINGTAU).
 THE Steamship

"LOONGMOON."
 Captain Kalkofen, will be despatched for the above port to-morrow, the 7th inst., at 3 P.M.

This steamer has superior accommodation for First and Second class passengers.
 For Freight or Passage, apply to SIENNS & CO., Agents.

Hongkong, 3rd May, 1904. [1181]

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.
 (VIA SUEZ CANAL).
 THE Steamship

"BENALDER."
 Captain McIntosh, will be despatched as above on or about the 7th May.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 15th April, 1904. [1021]

STEAMSHIP SERVICE TO NEW YORK
 VIA SUEZ CANAL.
 (With liberty to call at Philippine Ports).

THE Company's Steamship

"BREIZ HUEL."
 will be despatched as above on or about the 12th May.

For Freight and further information, apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department.

Hongkong, 28th April, 1904. [128]

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.
 THE Steamship

"RAS ISSA."
 will be despatched for the above port on HURSDAY, the 26th May.

For Freight, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 26th April, 1904. [1098]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
MALTA	BRIT. str.	C. L. Daniel	P. & O. S. N. Co.	To-morrow, Noon.	
BERNALDER	Brit. str.	H. McIntosh	GIBB, LIVINGSTON & CO.	About 7th inst.	
ANTENOR	Brit. str.		BUTTERFIELD & SWINE	10th inst.	
FORMOSA	Brit. str.	B. H. W. Snow	P. & O. S. N. Co.	About 11th inst.	
ALCINOUS	Brit. str.		BUTTERFIELD & SWINE	24th inst.	
DEUCALION	Brit. str.		BUTTERFIELD & SWINE	7th June.	
AGAMEMNON	Brit. str.	F. Front	BUTTERFIELD & SWINE	21st June.	
POLENTIN	Brit. str.		MESSAGERIES MARITIMES	17th inst. at 1 P.M.	
BAYERN	Brit. str.		MELCHERS & CO.	25th inst. at Noon.	
ARTEMISIA	Brit. str.		HAMBURG-AMERIKA LINIE	12th inst.	
MARBURO	Brit. str.		HAMBURG-AMERIKA LINIE	17th inst.	
STRASSBURG	Brit. str.		HAMBURG-AMERIKA LINIE	17th inst.	
SEGOWIA	Brit. str.		HAMBURG-AMERIKA LINIE	14th June.	
NURNBERG	Brit. str.		HAMBURG-AMERIKA LINIE	26th June.	
M. BACQUEHEM	Aus. str.		SANDER, WIELER & CO.	20th inst. P.M.	
ACHILLES	Brit. str.		BUTTERFIELD & SWINE	18th inst.	
SHIMOSA	Brit. str.		DODWELL & CO., LTD.	About 10th inst.	
BREIZ HUEL	Brit. str.		STANDARD OIL CO.	About 12th inst.	
RAS ISSA	Brit. str.		SHEWAN, TOMES & CO.	26th inst.	
NEW YORK, VIA SUEZ CANAL	Brit. str.		CANADIAN PACIFIC R. CO.	11th inst.	
VANCOUVER, VIA SHANGHAI, &c.	Brit. str.		CANADIAN PACIFIC R. CO.	21st inst.	
VICTORIA (B.C.) & SEATTLE VIA N. SAKI, &c.	Brit. str.		BUTTERFIELD & SWINE	17th inst.	
VICTORIA (B.C.) & TACOMA VIA JAPAN	Brit. str.		DODWELL & CO., LTD.	1st inst.	
PORTRAL, OREGON	Brit. str.		PORTLAND & ASIATIC CO.	14th June.	
AUSTRALIAN PORTS	Brit. str.		BUTTERFIELD & SWINE	9th inst.	
AUSTRALIAN PORTS	Brit. str.		PEMA	11th inst. Noon.	
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	Brit. str.		CHANGSHA	To-day at 5 P.M.	
YOKOHAMA & KOBE	Brit. str.		WUHU	13th inst.	
SHANGHAI	Brit. str.		BUTTERFIELD & SWINE	To-morrow.	
SHANGHAI	Brit. str.		KALKOFEN	About 8th inst.	
FOOCHOW, VIA SWATOW & AMOY	Brit. str.		F. R. Summers	P. & O. S. N. Co.	
TAMSUI, VIA SWATOW & AMOY	Brit. str.		OSAKA SHOSEN KAISHA	11th inst. 10 A.M.	
ANPING, VIA SWATOW & AMOY	Brit. str.		OSAKA SHOSEN KAISHA	8th inst. 10 A.M.	
SWATOW	Brit. str.		OSAKA SHOSEN KAISHA	15th inst. 10 A.M.	
SWATOW, AMOY & FOOCHOW	Brit. str.		OSAKA SHOSEN KAISHA	18th inst. 10 A.M.	
SWATOW, CHIEFOO & TIENTSIN	Brit. str.		OSAKA SHOSEN KAISHA	To-day at 11 A.M.	
MANILA	Brit. str.		DODWELL & CO., LTD.	8th inst. D'light.	
MANILA	Brit. str.		HOBSON	About 7th inst.	
MANILA	Brit. str.		DODWELL & CO., LTD.	8th inst. 10 A.M.	
MANILA	Brit. str.		HOBSON	To-morrow, 10 A.M.	
KUDAT & SANDAKAN	Brit. str.		DODWELL & CO., LTD.	11th inst. at Noon.	
BOMBAY, VIA SINGAPORE & PENANG	Ital. str.		MELCHERS & CO.	Quick despatch.	

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship

"EMPIRE."

Captain Helm, will be despatched for the above port on WEDNESDAY, the 11th May, at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 21st April, 1904. [1072]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE."

Captain Helm, will be despatched for the above ports on WEDNESDAY, the 11th May, at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 29th April, 1904. [1032]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL WITH LIBERTY TO CALL AT PHILIPPINE PORTS.

PROPOSED SAILINGS FROM HONGKONG.

1904.

SHANGHAI

YOKOHAMA, VIA SHANGHAI, MOJI AND KOBE

OCEAN STEAM SHIP CO., LTD.
AND
**CHINA MUTUAL STEAM
NAVIGATION CO., LTD.**
JOINT SERVICES.

FTONIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

**TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.**

OUTWARDS.

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL...	"ULYSSES"	On 7th May.
GLASGOW and LIVERPOOL...	"CALCHAS"	On 15th May.
GLASGOW and LIVERPOOL...	"DAEDANUS"	On 21st May.
GLASGOW and LIVERPOOL...	"YANGTSE"	On 28th May.
GLASGOW and LIVERPOOL...	"DIOMED"	On 3rd June.

HOMewardS.

FOR	STEAMERS	TO SAIL
"LONDON and ANTWERP.....	"ANTENOR"	On 10th May.
"GENOA, MARSEILLES and LIVERPOOL.....	"ACHILLES"	On 18th May.
"LONDON and ANTWERP.....	"ALCINOUS"	On 24th May.
"LONDON and ANTWERP.....	"DEUCALION"	On 7th June.
"LONDON and ANTWERP.....	"AGAMEMNON"	On 21st June.

* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and at PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"CALCHAS"	On 17th May.

For freight, apply to—

**BUTTERFIELD & SWIRE,
AGENTS.**

Hongkong, 5th May, 1904.

**CHINA NAVIGATION CO.
LIMITED.**

FOR	STEAMERS	TO SAIL
SHANGHAI	"WUHUA"	On 7th May.

* "CHIHLI"

On 8th May.

* "TSINAN"

On 9th May.

* "SUNGKUANG"

On 13th May.

* "CHANGSHA"

On 13th May.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

* Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For freight or passage, apply to—

**BUTTERFIELD & SWIRE,
AGENTS.**

Hongkong, 6th May, 1904.

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"

951 Tons, Captain A. Murphy, will leave for Canton at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.

Cargo Freight very moderate.

CHUNG ON STEAMBOAT CO., LTD.

No. 147, Connaught Road Central.

Hongkong, 15th March, 1904.

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MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY
SERVICE.

THE Commodious Steamer

"PAUL BEAUM,"

Captain Frangéon, leaves Hongkong for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong on the following days, leaving Canton at 5 P.M., taking passengers and cargo as usual.

The S.S. "CHARLES HARDOUIN," Captain Merlin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These two magnificent and up-to-date steamers are lighted with Electricity.

The Saloon is under European Supervision.

First Class European ... \$8.00

Second Class European ... \$3.00

First Class Chinese ... \$1.50

Second Class Chinese ... 80

Deck ... 30

The Company's Wharf is at the end of Queen Street, Praya West.

For further particulars, apply to

J. LANDOLT, Agent,

The Pharmacy, Queen's Road Central.

Hongkong, 23rd March, 1904.

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HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week days, at 7.30 A.M., on Excursion Sundays, at 8.30 A.M.: from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.

FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$3.

2nd Class \$1. 3rd Class 50 cents.

On Excursion Sundays, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner, either on board or at Macao Hotel \$5. On Sundays \$3 extra will be charged for each Cabin which has accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip Every Sunday, and takes only 3 hours to reach Macao.

MING ON & CO.

2nd Floor, 16, Victoria Street.

Hongkong 8th September, 1903.

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NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, nor

THE OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or

the Crew of the following Vessels during the

stay in Hongkong Harbour.

LYNDHURST, British 4-m. barque, Parnell-

Standard Oil Co.

MACQUARIE, British str. St. John George-

Gibb, Livingston & Co.

Hongkong, 27th February, 1904.

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VESSELS ON THE BERTH

**COMPAGNIE DES MESSAGERIES
MARITIMES.**
PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR
**SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS.**
LONDON, HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 17th May, 1904,

at 1 P.M., the Company's Steamship "POLYSENIEN," Captain Le Coq, will leave Mails, Passengers, Specie and Cargo, to be registered for this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 16th May. Specie and Parcels received until 4 P.M. on the same day. No cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and value of packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 6th May, 1904.

[12]

NOTICES TO CONSIGNEES

CHONGBEES of cargo from London ex.s.s. "Corduan," from Havre ex.s.s. "Corduan," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., in both cases to be handled by the Comptoirs de la Chine, and to be landed and stored at the Consignee's risk.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 16th May. Specie and Parcels received until 4 P.M. on the same day. No cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and value of packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 6th May, 1904.

[12]

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

CONSIGNEES of cargo from London ex.s.s. "Corduan," from Havre ex.s.s. "Corduan," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., in both cases to be handled by the Comptoirs de la Chine, and to be landed and stored at the Consignee's risk.

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For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 6th May, 1904.

[12]

NOTICES TO CONSIGNEES

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

CONSIGNEES of cargo from London ex.s.s. "Corduan," from Havre ex.s.s. "Corduan," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., in both cases to be handled by the Comptoirs de la Chine, and to be landed and stored at the Consignee's risk.

POST OFFICE NOTICES.

Until further notice the transmission of correspondence via Daly and the Trans-Siberian Railway is discontinued.

The parcel mail to Europe via s.s. *Malta*, will leave to-day, Friday, at 3 p.m. The *Malta*, with the English mail of the 9th ult., left Singapore on Sunday, the 1st inst., at 1 p.m., and may be expected here to-morrow. This packet brings replies to letters despatched from Hongkong on the 8th of March.

The *Korea*, with the American mail of the 16th ult., left Yokohama on Thursday, the 6th inst., and may be expected here on or about Friday, the 13th inst.

MAILS WILL CLOSE

FOR PER DATE.

Canton, Friday, 6th, 7:30 A.M.

Swatow, Friday, 6th, 10:00 A.M.

Saigon, Friday, 6th, 11:00 A.M.

Macquarie, Friday, 6th, 1:15 P.M.

Singapore, Friday, 6th, 2:00 P.M.

Shanghai, Friday, 6th, 3:00 P.M.

Kudat and Sandakan, Friday, 6th, 4:00 P.M.

Shanghai, Moji, Kobe and Yokohama, Friday, 6th, 4:00 P.M.

Hongkong, Friday, 6th, 5:00 P.M.

Namao, Friday, 6th, 5:00 P.M.

Sabine, Friday, 6th, 5:00 P.M.

Macao, Friday, 6th, 5:00 P.M.

Kongmouen, Kunmuk and Samsui, Friday, 6th, 5:00 P.M.

Canton, Friday, 6th, 5:00 P.M.

Capo, Friday, 6th, 5:00 P.M.

Manila, Friday, 6th, 5:00 P.M.

Haiphong, Friday, 6th, 5:00 P.M.

Manila, Friday, 6th, 5:00 P.M.

Moji, Kobe, Yokohama and San Francisco, Friday, 6th, 5:00 P.M.

Singapore, Batavia, Samarang, Sourabaya, and Macassar, Friday, 6th, 5:00 P.M.

Europe &c., India via Tuticorin, Friday, 6th, 5:00 P.M.

(Late Letters 11:00 to 11:30 A.M. Extra Postage 10 cents.)

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

(Letters posted in the Peak Pillar Boxes in time for the first clearance will be included in this contract mail.)

Shanghai, Friday, 6th, 5:00 P.M.

Shanghai, Friday, 6th, 5:00 P.M.

Shanghai, Friday, 6th, 5:00 P.M.

Swatow, Amoy and Foochow, Friday, 6th, 5:00 P.M.

Swatow, Amoy and Tamsui, Friday, 6th, 5:00 P.M.

Swatow, Chefoo, and Tientsin, Friday, 6th, 5:00 P.M.

Manila, Friday, 6th, 5:00